WAR CLOUDS IN THE EAST

Japan and China Ready to Fly at Each Other's Throats.

FORCES OF THE BELLIGERENTS

Navy of the Celestial Empire Much Superior to That of Its Adversary—Japanese Government Leasing All Available Vessels. Treaty Ports Being Blocked.

YOKOHAMA, Japan, July 21.—The Corean government has consented to the reform proposed by Japan. British and United States marines have been landed at Seoul, the capital of Corea, in order to protect the British and United States legations, respectively.

China has requested that Japanese warships be not allowed to enter the Chinese treaty ports. Japan, replying to the request of China in regard to Japanese warships, has replied that she maintains the right to enter these ports at any time. The attitude of the population generally is warlike.

SHANGHAI, July 21.—The report that war has been declared between China and Japan is not yet confirmed, but China is preparing for war. The Chinese are blocking the northern passage of the Yang-Tse-Kiang, the great river of China. Incoming vessels are thus compelled to pass nearer the Woosung forts.

Telegraphic communication with Pekin has been stopped on account of the floods. Japan has chartered all the Mitsui Bussan Company's ships in addition to the sixteen already chartered from the Wusen Kaisha Company. Japan has prohibited the departure of the Yusen steamers.

It has been learned here that 12,000 Chinese troops have received orders to proceed with all possible dispatch to Corea.

SPECIAL MESSENGER TO COREA.

SAN FRANCISCO, Cal., July 21.—News advices from Yokohama received to-day on the steamer City of Rio de Janeiro state that June 3 the Corean minister to Japan called on the Japanese minister of foreign affairs and announced that he was about to take his leave to report to his government the feeling and policy of Japan toward Corea. At about the same time, as a result of a cabinet council attended by the Emperor of Japan, the Japanese government dispatched Kato Masao, chief councilor of the foreign office, to Corea as special messenger of the government. He carried full instructions to the Japanese minister at Corea.

The native press reports that the attempt to induced Otori, Japanese minister to Corea, to withdraw the Japanese troops having been unsuccessful, Viceroy Li, of China, telegraphed directly to Count Into, asking him to withdraw the troops, and that it was this extraordinary request that caused the meetings of the Jaapnese council in the presence of the Emperor on June 22 and 23. It is claimed the Japanese government decided to positively refuse the requests. There are reports that Russia and France are ready to interfere in the event of serious trouble.

Relative to the rebellion the native papers report the rebels are more than holding their own in Genshu, and that they are so powerful that the weak government troops dare not attack them.

INSTRUCTED TO ATTACK.

A Corean newspaper of June 16 announces warlike preparations by the Chinese in Seoul and Junchan. The officers of Japanese troops sent to Corea, it is said, have been instructed if the Chinese should show the slightest signs of attack they must be prepared not to stand on the defensive, but to attack and put the enemy to route. The enemy's commanders have instructed their soldiers to be prepared for engagement at a moment's notice.

The conditions laid down by the Japanese government are said to be to the following effect: That it is out of the question that both Japan and China should co-operate either with regard to the suppression of the rebels on a reform of political affairs, railway management, etc., so to make Corea a purely independent country, which is necessary for maintaining the balance of power in the orient; consequently if China would not agree to the plans now in course of negotiation, Japan would have to carry out these things herself.

FORCES OF THE BELLIGERENTS.

NEW YORK, July 21.—In view of the fact that war between China and Japan, growing out of the Corean dispute, appears to be imminent, it may not be uninteresting to give a summary of the forces of the respective powers. According to Chinese official statistics the army is composed as follows:

The Eight Banners number 323,800 men, and comprises Manchus, Mongols, and Chinese. Of these 100,000 are supposed to be reviewed by the Emperor at Pekin once a year. There is also the Ying Ping, or national army, embracing 6,459 officers and 650,000 privates.

Capt. Norman, in his book "Tonquin," divides the army as follows:

First, the active army, comprising the army of Manchuri, the army of the Center, and the army of Turkestan, and second, the territorial army. Capt. Norman gives the number of the army at Manchuri as 70,000 men, divided into two army corps. Many of these troops are armed with the Mauser rifle, and possess a liberal supply of Krupp 8-centimeter field cannon. The army of the Centre is numbered at 50,000 men in time of peace. This number, however, can be doubled in case of war. The men are of a hardy race, and armed with Remington rifles.

The army of Turkestan is employed in keeping order in the extreme western territory and could not in all probability be moved eastward in the event of war. The territorial army is a kind of local militia capable of being raised to a strength of probably 500,000 men. The numbers are kept down in time of peace to 200,000. The Tartar cavalry of the north are mounted on undersized but sturdy ponies. Their equipment is wretched.

CHINA'S FLEET.

Within the last fifteen years China has acquired a considerable fleet of vessels, and many of her ships are of a powerful character. The larger vessels have been built in European yards, several of them in England, but the imperial arsenal at Foochow has produced torpedo cruisers, gunboats, and dispatch vessels. The fleet is divided into the North Coast squadron, the Foochow squadron, the Shanghai flotilla, and the Canton flotilla. The North Coast squadron consists of four barbettes sea-going armorclads, two of 7,280 tons each and two of 2,850 tons each; one turret ship of 2,320 tons, three deck-protected cruisers of 2,300 and 2,500 tons, four torpedo cruisers, a torpedo flotilla, and eleven gunboats of from 325 to 440 tons.

The Foochow squadron consists of ten cruisers of from 1,400 to 2,480 tons, three gunboats, nine dispatch boats, and three revenue cruisers. The Shanghai flotilla consists of an armored frigate of 2,630 tons, a gunboat, six floating batteries of wood, and three transports. The Canton flotilla consists of three deck-protected cruisers and thirteen gunboats.

JAPAN'S GERMANIZED ARMY.

The army of Japan is organized on a uniform system on the basis of conscription. All males of the age of twenty years are liable to serve in the standing army for seven years, of which three years must be spent in active service, and the remaining four years in the army of reserve. After quitting the army of reserve they have to form part of the Landwehr for another five years, and every male from seventeen to forty years of age, who is not either in line, the reserve, or the Landwehr, must belong to the Landstrum, and is liable to be called into service in times of national emergency.

The army is composed of the imperial guards and six divisions. In 1892 it was as follows: The imperial guard (two brigades of four regiments of infantry, one squadron of cavalry, one regiment of artillery and one company of engineers) consisting of 6,207 officers and men, with forty field guns and 558 horses. The six divisions consist of twelve brigades or twenty-four regiments of infantry—87,925 officers and men; cavalry, six squadrons composed of 1,302 officers and men and 1,146 horses; artillery, eight regiments consisting of 5,428 officers and men, 240 field and 120 mountain guns and 1,655 horses; engineers, six battalions, 2,175 officers and men; train, six squadrons of 2,108 officers and men and 1,746 horses.

Including miscellaneous service the total strength on the peace footing is 3,662 officers, 62,441 non-commissioned officers and men, 314 field guns, 156 mountain guns, and 8,791 horses. There are besides 6 battalions of gendarms, comprising 1,058 officers and men and 88 horses, and four battalions of yeomenry, with 3,290 officers and men. The reserve has a strength of 99,554 and the Landwehr of 99,176. The rifle now used in the army is the Murata, which was invented in Japan a few years ago.

The Japanese naval fleet is a purely defensive force. It consists of five ships which may be classed as armored cruisers, one of these being a wooden vessel, nine second-class cruisers (between 2,000 and 5,000 tons), and twenty-two vessels which may be rated as third-class cruisers. The torpedo flotilla includes one first-class boat and forty of the second-class.

HISTORY OF DEMOCRACY.

Hon. James D. Covert Told All About It at a Meeting of the Interstate Democratic Club.

The Interstate Democratic Club held its usual weekly meeting last night at the headquarters, 631 Louisiana avenue. The hall was crowded and the meeting was a spirited one. The club was addressed by Hon. James D. Covert, President of the New York State Democratic Club.

The speaker gave a short history of the Democratic party, which he said, derived its principles from the English statesmen, Burke and Fox, over 125 years ago. He said that Thomas Jefferson was the first living exponent of the principles and the founder of the Democratic party.

The report of the executive committee was read, with an amendment to change the constitution of the club, in which it is proposed to hold the annual election of officers at the first meeting in August instead of in December. There have been a number of unpleasant episodes in the inside circle of the club, which render this change and others now contemplated absolutely necessary. The amendment will be acted on at the next meeting.

The finance committee reported, and the fact was developed that there was between $500 and $600 in dues outstanding, and the financial secretary was instructed to collect at once.

The resignation of Mr. McDaniells as secretary of the organization, and also as a member, was read and accepted. The club will hold its next meeting on next Saturday evening.

The members had a remarkably lively time during the arguments on some of the questions, and the chairman had his hands full in maintaining order.

COURT TALES TERSELY TOLD.

Damage Suit Against the District—Dispute About the Custody of Children—Anheuser-Busch Injunction Argued.

Herrman Peils, ex-manager of the Deutsche Presse, of this city, has sued the District for $30,000 damages for injuries received on the night of September 6, 1893, by falling into a sewer trench on O street, near North Capitol street. He states in his bill that his right leg was fractured. He was confined to his house for six weeks, and by reason of the accident lost his position as manager of the Deutsche Presse. He further states that his right leg was his only sound one, owing to the fact that he was wounded in the left leg during the war.

Ida C. Estier, who on November 28 last, was divorced from Theodore W. Estler, since which time there has been controversy between her and Estler in the courts over the possession of their children, George and Mamie, yesterday filed her answer to the petition of Theodore W. Estler who wants to get them. She says that since the divorce was passed she has had charge of the children and Estler has not in the meantime contributed one penny toward their support, although asked to do so. She says that if the children are taken from her the separation from them will kill her, that she has done all a mother could do for them and she loves them dearly. The case will be heard on Monday.

Treasurer James White, for Williams College, of Williamstown, Mass., filed an answer with the clerk of the court yesterday in the case of E. H. Breckinridge vs. Franklin Carter and others. He states that Williams College was the alma mater of John B. Taylor, deceased, and that in Taylor's will that institution is made the residuary legatee of the testator. The court is asked to make a speedy sale of the real estate of the deceased, to declare void a bequest of $500 to the superintendent of the Oak Hill Cemetery, and set aside a bequest to various charitable and benevolent institutions of the Presbyterian Church in the District of Columbia.

Attorney R. Ross Perry for Mrs. Bell, widow of C. M. Bell, yesterday argued in equity court No. 2 for an injunction against the National Lithographic Company and for the appointment of a receiver. His plea was based upon the failure of the National Lithographic Company, which had bought out the Bell Lithographic Company, to pay for the lease of the property and other obligations it had assumed. Justice Hagner issued an order that the National Lithographic Company should show cause why they should not be restrained, and the order was made returnable on the 28th instant.

In the bill filed it is stated that James E. Bell, brother-in-law of Mrs. Bell, is endeavoring to have the lease with the National Lithographic Company extended, which company, it is alleged by her, is now insolvent.

The Anheuser-Busch Brewing Company's injunction suit against the World's Fair Award Commission, the latter represented by John Boyd Thacher, was brought up in Equity Court, No. 2, yesterday. Attorney Worthington, for the company, stated that he was ready to proceed with his side of the case, as the company was anxious to have the matter settled. Nathaniel Wilson, who appeared for J. B. Thacher, asked for more time, as there were many things connected with the defense that required much careful consideration before trial could be had in the court. He asked that a postponement be had until September. After arguments had been exhausted on the question of postponement, Justice Hagner continued the case until September 25 next, and also issued an order restraining Thacher from giving out awards until the matter was disposed of. This suit grows out of an analysis of the Anheuser-Busch beer by the chemists of the Agricultural Department, wherein it was made to appear that salicylic acid existed in the beer in quantities. The officials discovered that a mistake had been made by them, and they stated that it was due to a clerk who mislabeled samples that he had under his care.

John H. Adriaans yesterday filed a bill in equity against Isaac S. Lyon to enforce a lien judgment for $100, a sum claimed by him for services rendered Martha Diggs in conveying certain real estate in the District.

Mildred Jackson has filed a bill of divorce from her husband, Joseph Jackson. She charges that he wilfully deserted her September 28, 1890, and has ever since remained away from her. They were married here October 15, 1881.

Telegraphic Brevities.

Carlo Leoni, a well-known Italian banker of New York city, died yesterday.

The Baptist Young People's Union convention of 1895 will be held in Baltimore.

Rev. R. West, of the District of Columbia, was elected a member of the board of managers of the Young People's Union at Toronto last night.

The cruiser Columbia sailed from New York at 12.30 this morning for Bluefields. The cruisers San Francisco and New York left also to convey the New York naval militia to Gardiner's bay.

The Kansas Pacific bondholders' committee, of which Silas P. Dutcher is chairman, has entered suit in the United States circuit court for New York, in the name of John Quincy Adams, against Russell Sage and the estate of Jay Gould, to recover $11,000,000, being the proceeds of securities alleged to have been taken from the trust.

WAS NOT PULLMAN'S IDEA

How the Great "Benefactor" and "Philanthropist" Got His Money.

ORIGIN OF THE SLEEPING CAR

The Real Inventor Sleeps in an Unmarked Grave at Mount Olivet Cemetery in Chicago, While the Man Who Appropriated His Scheme Rolls in Wealth.

George M. Pullman is a king in the realm of cash, rolling in wealth and grandeur. With the easy disdain of a monarch discomforted with the angry cries of his subject he has retired to Castle Rest, Pullman Island. He is rich and he can own castles and islands and towns, all because he is the proprietor of the Pullman palace car system.

Plymon B. Greene died practically a pauper. His remains rest now out at Mount Olivet in a coffin which has not yet been paid for. He died two years ago, denied during his last illness of the little comforts which a mighty man—mighty in the power which wealth untold gave him—was appealed to to supply. His widow is now living on a pittance in a little frame cottage in West Adams street.

George M. Pullman profited by the idea born in the brain of Plymon B. Greene, which resulted in the sleeping car. That was some thirty-five years ago. At that time Green and Pullman were both poor men.

Like most geniuses, Greene was poetic, dreamy, unpractical. He could make plans, devise schemes, and suggest inventions, says the Chicago Herald, but there was no business tact in his make-up, and he made no secret of his scheme for a hotel on wheels.

Pullman, like Greene, was poor. Unlike him he was cold and practical. He was a housemover. Greene was an artist. Pullman got hold of Greene's patent.

Pullman is Summering at Castle Rest, Pullman Island. Greene is lying in an unpaid-for coffin at Mount Olivet.

Pullman was appealed to for a trifle to buy medicine for Greene in his last illness. He refused.

TRUTH CAREFULLY SUPPRESSED.

Pretty stories have been written about the origin of the sleeping car—some pretty enough to be poems. It has gone the rounds that Mrs. Pullman, in a moment of happy inspiration, conceived the idea which her hard-headed husband saw millions in. A little book has just been published which bears the imprimatur of George M. Pullman himself, and in it is set forth a history of the idea, so carefully phrased as to provide against the publication some day of the connection with the scheme of Plymon B. Greene. There is honesty enough in the book to be without claim for Mr. Pullman that he and none other was the inventor, but that his was the brain to first to conceive it is cleverly intimated.

The book opens with this statement:

At just what time Mr. Pullman first began thinking on the subject of sleeping cars he himself would, perhaps, find it hard to tell. The problem had been raised by the completion of what then were considered long lines of railroads. Mr. Pullman was at that time a young man. In a general way the sleeping car and its possibilities had floated through his mind and he had casually discussed the matter with friends.

His first serious attention to it, however, dates from a certain night journey he made about that time from Buffalo to Westfield. It was a sixty mile ride and he occupied a bunk in one of the so-called sleeping cars of that epoch. During the journey he lay awake, revolving in his mind plans by which the car could be transformed into a dormitory, in which there would be a greater degree of comfort and elegance. While it cannot be said that his determination to make sleeping-car construction the occupation of his life dates from that particular night's ride, it is certain that he left the train at Westfield convinced that he could build a better car than the one he had just occupied, and dimly seeing, even thus early, the possibility of there being in that direction a field for his life work.

REAL INVENTOR OF THE SLEEPING CAR.

That is very pretty. It is the latest. If the writer had only gone to 342 West Adams street he would have discovered "at just what time Mr. Pullman began thinking of sleeping cars." At that number has lived many years Mrs. Greene, widow of the man who first set Mr. Pullman thinking of sleeping cars—a woman gentle and refined, who looks and talks more like a lady than many of her sex who, with millions at their command, glory in the frippery of fashion. She makes no bitter complaints; she has nothing derogatory to say of Mr. Pullman; she does not rail at fate, she merely ponders on the strangeness of its decrees which commits the originator of an enterprise to a pauper's grave and showers riches on an associate who appropriated his friend's idea.

Plymon B. Greene was born in Brandon, Vt., in 1829. Twenty years later he married in Lowell, Mass., and in 1853 came to Chicago. Greene opened a photograph gallery at 47 Lake street. He made a fair living, but was always discontented. He was a close reader of scientific books and was always promising his wife that some day he would get rich on a thought he had in mind. He told her it was to devise an adjustable car berth. About 1856 he met George M. Pullman, who was a struggling housemover. Greene confided in Pullman and showed him the drawings of a model which was almost completed.

Indisputable records show that Greene obtained a patent for his plan in 1857, two years before Pullman's patent was obtained. Greene's patent was for a sleeping car, embodying in general outline the principles of the Pullman sleeping car of to-day.

GREENE'S IDEA PROVES SUCCESSFUL.

Greene was unable, through want of funds, to push his invention, and after he had made vain efforts for a trial on the Michigan Central and the Chicago, Burlington, and Quincy railroads he gave up in despair. His wife encouraged him, told him to keep on improving his invention and predicted that a day of success would yet dawn. At this stage a patent promoter who had been on intimate terms with Mr. Pullman made advances to Mr. Greene.

Mr. Pullman, as Mr. Greene soon learned, had disclosed the inventor's plans to the promoter, and in utter disgust Greene sold a half interest in his scheme to Woodruff for $500. The next thing that Greene learned was that George M. Pullman obtained a patent for an adjustable sleeping car berth almost identically on the lines of the model that Greene had unguardedly shown him. Green sacrificed his half interest practically for a song.

Time passed and Greene's idea was taking hold. It was being talked of. It was tried and it was a success. Woodruff and Pullman quarreled. Pullman wanted all the fruits, all the gain. A lawsuit ensued and Pullman won.

Greene struggled along as a photographer. Pullman was soaring and Greene was down among the poor. As late as 1871 Pullman acknowledged in a significant way Greene's right to be considered the originator of the idea. His attorneys discovered what looked like a flaw in his title to the patent. Greene, poor, poetic Greene, with the artist's soul, was asked for his signature to a document presented by Mr. Pullman's lawyers. He was told that his signature could be dispensed with, that his signing his name was a mere formality that was desirable but not necessary. Greene signed his name and he got $125.

Pullman went on and prospered. Greene was burned out in the big fire. He opened business later at 85 State street, and earned just enough to keep the little cottage on West Adams street going. Poetic and proud, he was sensitive, too, and never asked Pullman for consideration or assistance. In this respect his wife was like him. They were not fashioned in the mold of beggars and they never begged.

Three years ago Greene grew ill. He could no longer attend to business, and he closed his little gallery. The Photographers' Union lent a little assistance, and Greene's only boy, who had been at school, was sent to work. The revenue resulting from this was meager in the extreme, particularly so when medicine was to be bought for the sick man and doctors' bills to be paid.

In this crisis, Greene's cousin—a Mrs. Strong, of Decorah, Iowa—wrote to Mrs. Greene for the documents she held, showing the connection of her husband with the original sleeping-car patent, her purpose being to place the facts before George M. Pullman, which she did.

The unassuaged agonies of poor Greene gave little concern to Mr. Pullman. He turned as deaf an ear then to the appeal of Mrs. Strong as he does to-day to the cries of the sufferers at Pullman, and Greene passed away unheeded by the man whose early association with him brought him his wealth.

"I suppose it is all right," said Mrs. Greene yesterday, "but it does seem strange, this arrangement of things. My husband, I imagine, had no legal claim on Mr. Pullman and he never bothered him. I have never appealed to him, either, and I never intend to. I am not responsible for this story getting out now, and I do not court publicity. The entire matter has been no secret among our neighbors—that is, among those who were our neighbors in the old days. Melville E. Stone and his people all knew about it. I have nothing bitter to say against Mr. Pullman, only I thought it strange that he should be philanthropic in other directions and turn away from us."

REFUSED TO AID THE DYING MAN.

Pullman Deaf to an Appeal to Assist Inventor Greene.

DECORAH, Iowa, July 21.—Mrs. J. C. Strong of this city, was seen to-day relative to the statement that has been made that P. B. Greene, a cousin of hers, was the inventor of the sleeping car. Mrs. Strong said:

"In September, 1857, Mr. Greene showed to me a crude model of a sleeping car, such as is now manufactured by the Pullman Car Company, and he and I both thought there was a fortune in it. He spoke of trying to interest railroads in it and the discouragements he met with, as he lacked means to go on with it. Subsequently I learned from him his disappointments, his selling out for a trifle, etc. Years passed on; ill-health and misfortune overtook him; each year found him possessed of less means and less strength.

"In October, 1892, his wife wrote me that his end was near, and wrote of the long-continued sickness of other members of the family and their poverty. I thought of the thousands of dollars George M. Pullman had coined from the products of the brain of the man who was dying in want, and, as I heard he was philanthropic, I thought possibly it might be a pleasure, as he was a millionaire, to assist the inventor if he knew his condition. So I wrote for the facts that I might refresh my memory and resolved to write to Mr. Pullman and give him a true statement in regard to Mr. Greene's physical and financial condition."

On securing the desired information from Mrs. Greene Mrs. Strong wrote to Pullman and made an appeal for help for Mr. Greene, as they had not means to pay his funeral expenses, doctor bills, etc., as he was on his deathbed. She asked Mr. Pullman not to rely wholly upon her statement, but to be kind enough to visit Mr. Greene, and she gave him his address in Chicago.

Pullman did not reply.

WILL FIGHT ON THAT LINE.

Senator Harris Declares That the Democrats of the Finance Committee Will Not Yield Another Jot.

MEMPHIS, Tenn., July 21.—The Commercial Appeal will to-morrow print an authorized interview with Senator Harris by its Washington correspondent, in which he says:

"I had several interviews with the President during the pendency of the tariff bill in the Senate. I have understood him throughout the Senate discussion of the bill to prefer a strictly revenue tariff measure, such as I would have preferred myself. When the bill came to the Senate the Democrats of the Finance Committee considered it and prepared sundry amendments in the line of reducing rates of taxation, but when we had prepared our amendments to the bill, we ascertained with absolute certainty that neither the bill as it came from the House nor as the Finance Committee proposed to amend it could possibly pass the Senate.

"We, the Democratic members of the committee, set about to ascertain the ultimatum of the four or five Democratic Senators who refused to take the bill as it came from the Senate committee, and having learned from both Senators their smallest concessions which would secure their support of the bill, and also having ascertained that when the concessions were made the bill in that form would be a vast improvement upon the McKinley law, we decided that, as objectionable as were these concessions, even with them the pending bill greatly reduced tariff taxation and that we had better accept the bill with all its objectionable features than to continue the McKinley law with its much higher rates and obnoxious features.

"The Democrats of the Finance Committee reported these concessions to the Democratic Senators in caucuses and the reasons why they had been made, all the Democrats being present except Mills and Irby, and with the exception of Hill, the Democratic Senators unanimously agreed to make the concessions and pass the bill. The concessions thus agreed upon were incorporated into the bill and in that form passed the Senate.

"I have had two interviews with the President since these concessions were agreed to and before the passage of the bill, and one interview after the bill had passed and had gone to conference committee of both Houses, and my most distinct understanding was that, while the President regretted, even as I regret, the necessity for such concessions, he thought it wise to pass the bill and so advised, inasmuch as it materially reduced the rates of tariff taxation imposed by the existing law."

Referring to Caffery and Blanchard, who are demanding further concessions and threatening to defeat the bill if they are not granted, Senator Harris said emphatically:

"They have secured their utmost limit. If they persist in their demands they will be the sufferers. While they might delay the final passage of the bill thereby, they cannot defeat it, for as certain as they pursue this course, that certain will they lose their differential sugar bounty altogether. The Finance Committee will now fight it out on this line if the present session is prolonged indefinitely."

Buggy and Garbage Cart Collide.

There was quite a serious collision on Ninth street in front of the Warder building yesterday about 2.30 o'clock. City garbage cart No. 28 was coming up Ninth street and ran into a light buggy owned by a Mr. Salter, who has an office in the Warder building, room 5. The driver of the cart, a colored man named William Parker, was not watching his horse, but was walking along on the opposite side of the wagon. Mr. Salter's buggy was standing still at the time of the accident. The back wheel and axle were completely broken, and the front wheel on the same side was badly dished. Mr. Salter places the damages at about $25. A warrant will be issued for the arrest of the driver, Parker.

Awarded Medals of Honor.

Medals of honor have been awarded to the following members of the volunteer storming party at Vicksburg in 1862: Jasper N. North, private D, Fourth Virginia volunteers, now in Bloomingdale, Wis.; Charles W. Rundle, private A, One Hundred and Sixteenth Illinois volunteers, now at Grand Junction, Colo.; Thomas J. Ward, private C, One Hundred and Sixteenth Illinois, now at Anaconda, Mont.; Martin K. Davis, private H, One Hundred and Sixteenth Illinois, now at Demorest, Ga.; David H. Helms, private B, Eighty-third Indiana, now at Billsboro, Ind.

The Field of Politics.

Gen. Joe Sayers was unanimously renominated for Congress yesterday by the Democrats of the Ninth Texas district.

Judge John H. Ingram, of the Manchester hustings court, has announced himself as a Democratic candidate for Congress in the Third (George D. Wise's) district of Virginia.

Women and the Hump.

On the wheel imitate the women. They can sit straight.—Cincinnati Tribune.

MGR. SATOLLI APPROVES

Bishop Watterson's Decision Must Be Strictly Obeyed.

LIQUOR DEALERS IN SOCIETIES

Head of the Diocese the Best Judge of What Will Benefit or Hurt the Church—Priests Instructed to Refuse Sacraments to Recalcitrant Parishioners.

COLUMBUS, Ohio, July 21.—Bishop John A. Watterson, of Columbus, has just returned from the Catholic Summer school at Plattsburg, N. Y. He says the decision of Mgr. Satolli has not, up to the present moment, been given to the press, and consequently the comments on it, some of which are misinterpretations, have come from surmise more than anything else.

The letter of the apostolic delegate is addressed through Bishop Watterson to the secretary of those who appealed from the Bishop's regulations concerning catholic societies in their relation, not only to saloon keepers, but to all engaged in the liquor traffic.

It is wider than diocesan in its influence, for it affirms the general principle on which a bishop acts in such things and approves of its special application in this particular matter, and says that every Catholic of good conscience must hold that what Bishop Watterson has decreed for his own diocese is for the greater good of religion and of every Catholic society.

On February 24 last one of the Catholic societies in Columbus appealed from a decision of the bishop in this regard. On March 15 the apostolic delegate affirmed the bishop's action, and not satisfied with this some of the members of societies in Columbus appealed again.

The first decision was special to the appealing society, but the second decision which is dated July 3, upholds the bishop's action in regard to all societies in the diocese of Columbus. The statements are exact and have been inspected by the bishop.

THREATS OF REFUSAL OF ABSOLUTION.

The three points referred to in the apostolic delegate's letter are taken from the letter issued by Bishop Watterson to the clergy of the Columbus diocese March 1, in which he withdrew his approbation from every Catholic society or branch in the diocese that has a liquor dealer or saloon keeper at its head or among its officers, and he suspended every such society from its ranks and privileges as a Catholic society until it ceases to be so officered. He again published the condition that no one would be admitted to membership who was engaged, either as principal or agent, in the manufacture and sale of liquors.

While not condemning the liquor business itself by his restrictions, he did it to increase the usefulness of Catholic societies and relieve these from the reproach, which has frequently attached to them and the members to the detriment of religion. With societies long established in the diocese, because of benefit insurance features, he would not interfere, but he would insist on the rule for new societies and the admission of new members into the old. The bishop instructs the priests to make known to the organizations in their parishes the rule and to have it faithfully observed. Should any saloon-keepers in the parish treat the rule in a defying way the priests are asked to refuse them absolution, should they come to receive the sacraments, unless they promise to cease offending.

MGR. SATOLLI'S LETTER.

Following is the letter of Mgr. Satolli in full:

WASHINGTON, D. C., July 3, 1894.

DEAR SIR: I answer your letter, which, together with the document inclosed (inclosing the bishop's letter), was handed me during my stay at Columbus. As far as the general principle is concerned, you should know that as it belongs to the office of a bishop to observe in his own diocese what is hurtful and helpful to the spiritual good of the faithful, so it belongs to his power to command, prohibit, counsel, or permit to be done, or remove whatever he judges to contribute to the discharge of his own duty and to the good of the faithful.

The letter or decree of the right reverend bishop of Columbus concerning Catholic societies and the abstinence to be observed from intoxicating liquors ought by no means to be subjected to the judgment of every private individual of every association of simple Catholic or citizens, but every Catholic of good conscience must hold for certain that the bishop has commanded those things which seem to be for the greater good of the faithful and the honor of every Catholic society.

These three things which are expressed in the letter of the right reverend bishop have the approval not only of Catholics, but of non-Catholics of your city, because they are not only in harmony with the laws of the Church, but they are also necessary to the honor of the Church, especially in the state of Ohio.

Therefore, these things which the right reverend bishop has commanded in his decree I approve, and I decide that they are to be observed. But, if perhaps they, for the time being, seem to hurt the material interests of some, this will have to be patiently borne for the good of the many, and furthermore of our Holy Catholic Church.

Remain, therefore, of good will and obey faithfully what the right reverend bishop has decreed, confident that divine Providence rewards the spirit of obedience not only in the future, but also in the present life.

Farewell in the Lord.

FRANCIS ARCHBISHOP SATOLLI,
Apostolic Delegate.

Fighting Again at Corn Island.

NEW YORK, July 21.—A World special dispatch from Managua, Nicaragua, says: Renewed fighting is reported from Corn Island. Modesto Barrios started to-day for England, going as a minister plenipotentiary, to negotiate an arrangement for the settlement of the Mosquito reservation question, it being impossible to arrange anything satisfactorily with Gosling, the British minister to Central America.

Crimes and Casualties.

Seven persons were prostrated by the heat in New York yesterday.

Thomas Hanlon, once a wealthy broker, committed suicide in New York yesterday. He had been ill and despondent.

Boston was visited yesterday afternoon by an electrical storm of great severity and considerable damage to property resulted.

During a heavy thunder storm at Providence, R. I., yesterday, lightning struck several buildings and injured William Wright and Mrs. Alfred Duvall.

Collie Richardson jumped from a tower 105 feet high at Hartford, Conn., yesterday, alighting in Shaker pond. He was killed by the fall. Previously he had taken the jump successfully.

Lightning played havoc yesterday afternoon at Waltham, Mass. A theater and several private dwellings were struck. At Stonybrook three barns and contents were destroyed, causing heavy loss.

Despondency over the loss of considerable property caused Mrs. Charlotte Linderholm, of Chattanooga, Tenn., to commit suicide yesterday. She hacked her throat with a dull knife after three efforts to stab herself.

A fireman on board the steamer Scandia, from Hamburg, fell from the deck into one of the steamer's coal bunkers yesterday morning while she was lying at quarantine at New York. The man's skull was fractured and he died in a few moments.

John Toole died yesterday at Duryea, Pa., from injuries inflicted the night before by Thomas, Robert, and James Olcur, who beat and kicked him unmercifully. James Olcur was captured in the mountains yesterday morning.

DROPPED BY THE MASONS.

Col. Breckinridge's Name No Longer Appears on the Official List of Members of Lexington League.

CINCINNATI, O., July 21.—"Have the Masons expelled Col. Breckinridge?" has been on every tongue for a fortnight, but the Masons were sworn to secrecy, and no one else could tell what was done at the recent meeting of Lexington Lodge No. 1, believed to have been called for the purpose of taking action on charges affecting the Masonic standing of the silver-tongued Congressman. An eminent Mason to-day showed a responsible gentleman a newly printed list of the members of Lexington Lodge, No. 1, issued since the meeting in question, remarking as he did so:

"Masons are not permitted to divulge the secrets of the lodge room, and I cannot say whether Col. Breckinridge was expelled from our lodge or not, but here is a complete list of the present membership, and you can see for yourself who are members."

An examination of the printed roll showed Col. Breckinridge's name to be missing, and the circumstances attending the printing of the list and its display are conclusive proof that the Ashland district Congressman has been dropped by the Masons.

NEARING THE FINALE.

Mrs. Specht After Thirty Years of Married Bliss, Now Sues for Divorce.

Mrs. Joseph Specht, of Gunston Hall, Va., commenced a suit for divorce from her husband in Fairfax county, Va., yesterday.

There is an end to all things, even the saintly patience of an old man whose wife is faithless and whose substance is being wasted by a rank adventurer. Such in brief is the history of the millionaire defendant in this case. Specht's history for some years past has been full of shame and dishonor heaped upon him, as he says, by his wife, and has culminated in the suit for separation commenced yesterday.

Mr. Specht and family formerly lived in St. Louis, where they met the villain in the case, one Dr. Granby Staunton Howard, of England, India, and Canada, a man with many aliases and consummate cheek. He immediately began to work Mrs. Specht, a susceptible and impressionable woman, and his machinations have extended over a period of some years and have resulted in the present suit.

During the time of his connection with the Spechts he extracted large sums of money from the worshiping Mrs. Specht and otherwise depleted the bank account of the head of the family. He represented himself as the Sage of Aru, and claimed a supernatural power over the spirits of other worlds, and stated that he was an adept, an Indian Yohgi, and many other things, none of which Mrs. Specht understood, but all of which she devoutly believed.

The ascendancy of the Doctor was complete, and under his hypnotic influences he extorted from his dupe all her elegant wardrobe, which he sold in Washington, besides large contributions in cash. The scene of all these operations was Gunston Hall, the palatial residence of Mr. Specht, on the Potomac river. This place and the estate of Beuveune had been given to her by her husband, and she immediately made out her will and left them to the "Doctor."

The last straw was laid on Mr. Specht's overburdened back when in March, 1894, his wife demanded a separate annual allowance of $3,000. He was aroused to action and put detectives on the track of "Dr." Howard, who tarried not, but fled to Montreal, where he now is.

Mrs. Specht now alleges cruelty, and hence the suit for divorce in the Virginia courts, and the end is not yet.

HEARD ON THE STREET.

Views of Prominent Men on Various Subjects of Greater or Less Importance.

N. M. Bankard, a prominent New York attorney, is registered at the Normandie. He is here to represent the large glove industries of New York city before the tariff committees of both houses of Congress.

"It is only the honest dealers who are seeking to have specific duties placed on such articles as gloves, fine silks, and other like dutiable goods," said Mr. Bankard. "Hitherto there has been only an ad valorem duty on gloves, and the small dealers can fool the custom-house officers every time on various shades when the shade makes a large difference in the price. I have been very successful in my efforts here, and will return to New York in a few days."

Continuing, Mr. Bankard spoke of the immense popularity of Senator Hill in New York city and throughout the state. "The chamber of commerce has never taken any stock in Hill up to the present time," he said, "but lately they have come out in a strong indorsement of him. The Senator receives daily enormous quantities of telegrams congratulating him on his speeches and the stand he has taken for pure Democracy. He is the strongest man in the state at this time."

James N. Veazy, a member of the firm of Frank G. Tullidge & Co., wholesale whisky dealers of Cincinnati, was at the Ebbitt house last night. Mr. Veazy was partly responsible for the resolution against the whisky trust, introduced in the Fifty-second Congress by Representative Burroughs, and is here now taking a general view of the tariff situation and incidentally looking after the affairs of his firm.

"I would characterize the present struggle in Congress as 'Much Ado About Nothing,'" said Mr. Murphy, "and yet it is not entirely an 'ado about nothing.' I have been recently through all the New England states, and the condition of the working people there is deplorable. In some of the towns where there are no industries but the large mills the population is entirely dependent upon them for sustenance. When the mills shut down as a conquence of the general depression, the workmen were thrown out of employment and had nothing to fall back on.

"I tell you," said he, impressively, "the one place on the continent which does not feel the tightening of the market and the break up of commercial enterprises is Washington, and it is unfortunate that Congress cannot be brought face to face with the present difficulties. I hope it will not be long before they will see the error of their way and give something to the country."

Senator David B. Hill and Col. John S. McEwan, chief clerk of the Senate, drove down the line of the Washington and Chesapeake Beach railroad last Sunday as the guests of Capt. H. H. Mattox, general manager of the road. The party went as far as Chesapeake bay, where they were entertained at the camp of the engineer corps on perch, crabs, and oysters. Senator Hill ate for the first time off of tin plates and under a fly tent.

Mr. Hill expressed surprise at the progress made on the construction of the road and was charmed by the beauty of the Maryland scenery. He commented pleasantly upon the apparent thrift of the people. The Senator attracted a good deal of attention along the route and all who were introduced to him declared themselves Hill Democrats. Mr. Hill said he had investigated the state of affairs in Maryland and intended to tell Senators Gorman and Gibson he knew more about their state than they did. Everybody who met the Senator declared in favor of his nomination for President in '96.

The report comes from Ohio that Congressman Bellamy Storer, of the First district in that state, will be a candidate before the next state convention of his party for Governor. Mr. Storer is very popular in his own city (Cincinnati), and his prospects may grow to formidable proportions before the time comes to select the successor to Gov. McKinley.

Another prominent candidate for the gubernatorial nomination is Gen. Warren Keifer, ex-Speaker of the House of Representatives. Gen. Keifer's friends are pushing his candidacy, and of the many possibilities it is believed his successful outcome figures prominently.

Large Contract Awarded.

The contract for the five houses to be built at Chevy Chase for Mr. G. J. Muth was yesterday awarded to Mr. Charles Vincent, a well-known local contractor. The buildings are to cost $40,000. They will be four stories high, press brick front, with Hummelstown stone trimmings. They are to be erected near the new circle. Mr. William Fitzgerald is the architect.

GRINDING OUT INDICTMENTS

Five Brought In Against Directors of the Railway Union.

DEBS AND OTHERS JOINED IN

One of the Charges Is That They Have Abridged Somebody's Rights—Knights of Labor Chiefs Fighting Shy of Reporters. More Rioting of Women at Pullman.

CHICAGO, July 21.—Another installment of the seventy-three men indicted by the Federal grand jury for participating in the railroad strikes gave bail to-day. In the afternoon five of the directors of the A. R. U. were brought in. They are Wm. E. Brunn, J. J. Doyle, Martin Elliott, Roy M. Goodwin and James Hogan. Doyle was arrested at his home and the others were found at the headquarters of the union.

When Burns was informed that he and the whole board of directors were indicted he called his brother directors and informed them that they were wanted. They at once proceeded to the courtroom, where Burns was bailed out by Mike McDonald, the well-known politician. The others were bailed out shortly after. Against Burns, Hogan, Elliott, and Goodwin there are two indictments, one charging a general conspiracy to obstruct the mails and interstate commerce and interference with the constitutional rights of a shipper engaged in interstate commerce.

ABRIDGED CONSTITUTIONAL RIGHTS.

On the first charge Debs and all the officers of the union and a large number of strikers who perpetrated acts of violence are indicted with them. In all there are twenty-five persons included in the indictment. On the other charge Debs and the other officers are included with them, and the indictments allege that the defendants unlawfully abridged the constitutional rights of S. H. Maxwell, the wallpaper man, who shipped some goods which were caught in the blockade and not delivered. Burns' bail and that of Elliott, Hogan, and Goodwin was $3,000 on each of the two charges. Doyle's bond of $2,500 was signed by Michael Bransfield, the city treasurer.

John F. McVean, another member of the advisory committee of the union, was indicted along with the rest of the big indictment with the twenty-five defendants. A warrant has been issued for some, but they have not been arrested. During the day President Debs received a check for $1,000 from Thomas Shakespeare Tucker, of Baltimore, Md., which money, the sender said, was to aid Debs in his defense.

KNIGHTS OF LABOR CHIEFS LEAVE.

The members of the general executive board of Knights of Labor left for Omaha this evening to hold the regular meeting of the board. The meeting had been fixed upon for Omaha, but two weeks ago Mr. Sovereign determined that Chicago was the best place for it under the circumstances. All the members were notified to that effect and immediately they arrived in Chicago. They were in session today, but later they decided to go to Omaha with the meeting. General Secretary Hayes assumed the leadership of the board as soon as he reached Chicago and imposed upon all the injunction to refuse to be interviewed by a reporter, for fear that something might be said which might prove the basis for a warrant in the Federal courts. When asked if they were in fear of arrest by the Federal authorities the men declined to answer.

The scenes of yesterday at Pullman were again enacted to-day when the employes who had tried to go to work in the morning quit for the day. The police had the mob of strikers in better control, however, and kept Florence avenue, along which they escorted those who had been at work, clear of the crowd. The crowd was composed principally of women and children, who yelled and hooted and threw occasional clods of earth, sticks, and stones.

STRIKE LOST IN CALIFORNIA.

Mediation Committee of the A. R. U. Declare It Off Unconditionally.

SACRAMENTO, Cal., July 21.—The mediation committee of the American Railway Union held an important meeting this evening, and unanimously voted to declare the strike off unconditionally. They sent a short notice to the effect to Supt. Filmore. The militia will probably remain two or three days yet to look after a few hot heads who have been intimidating workingmen.

As Superintendent Filmore has already declared that he will not treat with the strikers and that no one will be discharged to make room for them, the position of the A. R. U. men is not promising. The railway company claims to have enough men already to conduct its business, and many of the strikers will not get back.

Just what effect this unconditional surrender will have on the other part of the strike is not known, as the news have not yet been received by other lodges of the A. R. U. In Oakland there is every prospect that the strikers will weaken now that their stronghold at Sacramento is gone. When Oakland gives up the fight, as it will probably within the next twenty-four hours, the strike in California will be a thing of the past.

SILVER MOVEMENT GROWING.

Bi-metallists Claim Large Additions to Their Ranks and Will Hold a Monster Meeting Next Month.

The American Bimetallic League, of which Gen. A. J. Warner is president, has issued an official call for a conference of the leading silver advocates of the country to be held in this city on Thursday, August 16. The object of the intended conference is to review the silver legislation of the past year and to take such action as may be deemed to be necessary as a foundation for future action by the organization. Special invitations will be issued to all the prominent leaders in the movement to be present, and papers upon special topics may be expected from Senator Jones, of Nevada, Senator Teller, Senator Stewart, Senator Cameron, Congressman Sibley, of Pennsylvania, Gen. A. J. Warner, and others.

The league officers claim that as there will be a large number of early accessions to the ranks of the silver men, the coming conference is accordingly regarded of more than usual importance, affording, as it will, an opportunity for the hitherto undecided to declare themselves. A TIMES representative had a talk with General Secretary J. M. Devine, who, in the absence of President Warner, has charge of the local work.

"Our organization," said Mr. Devine, "is, as you know, strictly non-partisan. It affiliates directly with no political party and has in its ranks representative men of all parties. Our mission is to advance the silver interests.

"I am aware that a number of politicians not hitherto identified with our organization will, in the early future, openly advocate the bimetallic cause. There are others who will altogether abandon old party lines and will act only with the reform movement, allying themselves with a political organization that will oppose banks of issue and favor the issue of money directly by the government.

"The silver men of the country are very much dissatisfied with the business and financial situation, and see great reason for corrective legislation. The revolt in the South is simply uncontrollable, and the demand there for silver literature is far in excess of our ability to supply. Two hundred thousand applications are on file in this office awaiting the supplies. We are simply unable to keep up. Our postage has lately averaged $100 per day.

"The conference to be held here in August will be participated in by many of the leading men of the country, and there is increased interest in the issue all along the line."